ELECTRIC ROADS AND PARK

What the City May Shortly Have If Council and Car Company Can Agree.

Councilmen, Citizens and Magnates Visit Manager Shaffer's Park Site and Inspect Richmond's New Electric Railways.

The presiding genius of the elements smiled benignantly yesterday upon the excursion planned by President J. C. Shaffer, of the street-railway company, to afford the aldermen, councilmen, a visiting delegation of Chicago capitalists, citizens and representatives of the press an opportunity to view the locality of the new park and surroundings, which it is the intention of the company to establish north of the city. At 10 o'clock a long line of carriages were drawn up before the Bates House for the transportation of the "visiting committee" to the scene. The councilmanic bodies were represented by Aldermen Smith, Tousey and Reynolds, and the councilmen were Messrs. Swain, Johnston, Gaul, Cummings, Davis, Parkinson, Burns and Markey.

The visitors from Chicago were J. J. Mitchell, president of the Illinois Trust and Saving Bank; W. Walker, of the banking firm of Walker & Wren, and J. P. Rumsey, a well-known capitalist, all of whom are stockholders in the street railroad company, and among others were editor Morss, of the Sentinel; John B. Conner, of the Indiana Farmer, and Francis Murphy.

The proposed park is situated on the east bank of the river, northwest of the village of Mapleton, and about five miles from the center of the city.

Through a gateway between farm buildings on either side, the entrance to the park is effected. Here a sturdy growth of nearly every specimen of trees form, by their interlacing boughs, a natural arbor, shutting out the rays of the sun, a shade which the heat of the summer months. Situated on an eminence, a splen-did view of the surrounding country can be obtained from the park, broad fields of waving grain, and verdurous meadow-lands stretching to where, in the distance, the wood-covered hills meet the blue sky. Sloping grass banks leading down, in genule undulations, from a dell through which meanders a clear spring stream of pure water. At the base of the hill the course of White river, glinted by the sun's rays, can be seen winding between tree-lined banks, and even the stagnant, oleaginous waters of the canal take a part in the general beauty of the surroundings. Nature has accomplished for the proposed park what neither money nor art could have achieved, and it will require but small expense to make this place "a thing of beauty and a joy forever."

and a joy forever."

"We will hold a gospel temperance meeting here next summer," said genial Francis Murphy enthusiastically; "this is indeed a

Between the park proper and the course of White river is a stretch of level meadow and corn lands for a distance of three-eighths of a mile. "It is there," said President Shaffer, "that we intend to excavate and put in our lake, which will cover an area of forty agres. Around it will extend a boulevard circle about a mile in circumference, to be used for general driving purposes, and an inner track of nearly the same length will also be laid down for those who delight in speeding their blooded animals. Every kind of aquatic diversion will be placed at the command of those who patronize the park, and land recreations of all descriptions will be provided. Roadways will be made running at all angles through the park and running at all angles through the park and grounds. We intend," said Mr. Shaffer, "to work on a plan. This will be no hap-hazard project, and, therefore, we shall obtain the services of a landscape gardener, who will map out the grounds, and we shall work out his ideas."

The area covered by the park and grounds purchased by the street-railway company exceeds 250 acres, and has a river front of nearly a mile. A grand-stand will erected near the boulevard, and is also proposed to erect in some convenient location a restaurant and summer hotel for the convenience of vis-

"The probable cost of having the park put into proper shape for the people," said Mr. Shaffer, "will be between \$50,000 and \$75,000. A large force of men are already engaged clearing up the rubbish."

The matter of granting a franchise for the running of an electric railway direct from the Union Depot to the park will come up before the Council at the next meeting. "When the line is completed—that is, of course, if the franchise be granted—we shall," said Manager Steele, "make the run from the depot to the park in about

twenty minutes."

The aldermen and councilmen who were present expressed themselves as highly pleased with the location and natural beauty of the park.

Said J. P. Rumsey, of Chicago, one of the heavy stockholders in the railroad comheavy stockholders in the railroad company: "I have never seen a more beautiful location for a park. There is certainly nothing like it in Chicago. The place is remarkably well adapted for such a purpose, and a public park is one of Indianapolis's needs. I will favor making the necessary expenditures to put it in condition for the use of the public."

Messrs. Walker and Mitchell, the other Chicago stockholders, also expressed their approbation of Mr. Shaffer's project.

The Electric Railroad at Richmond. Following the inspection of the park, President Shafter took a party of forty, including Mayor Denny, aldermen, councilmen and citizens to Richmond to see the inauguration of the electic street railroad at that city last night. The party left the Union Depot on the afternoon limited and reached its destination two hours later. The streets of Richmond had the appearance of a Fourth of July celebration last evening. Thousands of Chinese lanterns illuminated the streets, hung from the poles and wires of the electric railway. Bengal lights, Roman candles, and rockets were in profusion. Cannons boomed, and firecrackers were burned by the bushel. The side streets were filled with teams from the country, the owners of which had come in to see the celebration, and take their first ride on the electric railway. The driver of one car had collected 1,200 fares by 8 o'clock in the evening. The favorite ride was out to the park, where music, dancing, and various entertainments was provided. rious entertainments was provided. The railroads brought in many excursionists. The 3 o'clock vestibule train took over forty invited guests from Indianapolis, who made the five-mile round of the electric road, and then took luncheon at Mr. J. W. Wescott's, in company with the leading citizens of Richmond. The banquet was tendered to Mr. Shaffer, of the Citizen's Street-railroad Company, of Indianapolis, the organizer of the road. Dr. Weist, of Richmond, was the spokesman for the town, and Mr. Shaffer responded briefly. The banquet was an out-door affair, with music, elegantly-adorned badges for the guests, button-hole bouquets and a rosebud at each plate.

Members of the Common Council and Board of Aldermen, who had never been so far from home before, and were in doubt whether a wire that stood still itself could

far from home before, and were in doubt whether a wire that stood still itself could pull a loaded car ten miles an hour, looked on and wondered. Whatever their views as to the Brightwood lines and city franchises, they all voted the electric motor the city locomotive of the future. No crack of the whip; no banging of the whippletrees against the mule's legs; no sweaty drivers or noisome odors—just two levers, one to make the car go forward, another to make it go back, at the touch of the conductor. The people could not ride enough, or get over the eternal wonder of motion without over the eternal wonder of motion without mules, or steam or cable. One could wor-ship this motor, which, like a snake in the

water, goes without apparent effort. Mr. D. H. Wiles, who has been working months to get an electric line to Brightwood, where 1,500 miles of railroad are centered, told a story of the darkey who saw

ago you Yankees come down here and set we darkees free, and now some more of you has come down and set the mules free."
Mr. John Conner, of the Indiana Farmer, was scarce'y less enthusiastic, declaring that the time would come when horses would be banished from our city, and electric carriages with storage batteries take their place, while others of the Indianapolis visitors were equally sure that we would scon be whirled to New York at the rate of 180 miles an hour. Mr. Thomas Huxley recently remarked that his parents had no better means of transit than the heroes of Troy, but the steeds of Achilles had been displaced by the steam engine. Now the great cataracts of the rivers, the winds of heaven, and the tides of ocean would generate electricity which would run trains from point to point, and do all the work of man. Such was the sentiment of the Indianapolis visitors, all of whom are in favor of the Council bitching the city wagons to the stars, and invoking all the lightnings of heaven in their service. Really, it of heaven in their service. Really, it seemed wonderful to see when a board was pulled up from the bottom of the car, a mass of iron no larger than the top of a sewing machine, running the car, and lighting it also, when it is considered that Dr. Harvey Wiley, of Purdue University, brought to Indiana the first Siemens electro motor that came west of the Alle-ghenies. This dynamo has become historic, and the university would not sell it for its

weight in gold.

Richmond is to be congratulated in having added her five miles of electric road to the five hundred miles distributed in over three-score cities of the United States.

Mayor Denny, members of the Council and aldermen, and citizens who accompanied the party returned last picks mall nied the party, returned, last night, well pleased, and with the electric bee buzzing in their bonnets.

CHOICE OF THE DEMOCRAC

Sullivan and Swift Are Brought to the Front as the Party's Candidates.

Set of Resolutions Condemning Everybody and Everything-Judge Norton Gracefully Takes the Dose Administered to Him.

The Democratic city convention settled down in Tomlinson Hall last night like a herd of two-year-olds on a short-grass reservation. The pasturage was limited and the delegates were hungry, and there was a good deal of bellowing over the prospects, but there were no serious casualties, and none of the participants were gored, except a few candidates who left their flanks unguarded in their wild rush for provender.

Chairman Bridges, of the Democratic executive committee, at 8 o'clock, but it was a good while after that before it came to order. Finally, by borrowing a fat cane from one of the statesmen on the platform, and mutilating the top of the secretary's desk with some resounding thwacks of his impromptu gavel, the chairman got the convention quieted down sufficiently to permit S. V. Parrott to read the official call under which it came together. After this, Chairman Bridges proposed George G. Tanner as chairman for the convention, but some delegate, who did not understand the cut and dried character of the programme, nominated John W. Kern for the same place, and for a moment there was a prospect of serious embarrassment. barrassment. Kern came to the relief promptly, however, with a vigorous declination, and Mr. Tanner was duly installed. The new chairman had not memorized the speech he had prepared with sufficient care, and Kern would have been a better man for that feature. He managed to get through it, however, without serious stumbling. He said it was a condition and and not a theory which con-fronted him-a statement which might have been construed as reflecting on delegates from the Twenty-Fifth ward, who sat immediately in front of the speaker; and after denouncing the Republican platform as utterly failing to meet the exigencies of the case, he called upon his hearers to rise to the height of the occasion and furnish the necessary relief.

Joe. Bauer, who was laid out by Sim Coy in the race for the Democratic population in the race for the Democratic nomination as councilman in the Eighteenth ward, was elected secretary of the convention, with George Bear and Dan Calner as assistants, on motion the chair appointed a commsttee on resolutions consisting of S. E. Morss, W. W. Woollen, G. W. Geiger, J. C. Shoemaker and James H. Rice. Morss came very near being left off the committee, but the ever-watchful Kern, remembering that the genial editor of the Sentinel had the resolutions already and research with a lead people in his contract. engrossed with a lead-pencil in his coattail pocket, had his name added to the list, and to prevent any mistake, had him designated as chairman of the committee. A

committee on rules, consisting of J. W. Claypool, H. W. Laut, W. F. Christian, John Rail and Samuel E. Morss, was also appointed, although the convention was somewhat uneasy during the performance, and evidently thought no rules were There was considerable howling from the back seats at this juncture in favor of an immediate nomination of candidates, but the Chair choked them off with a suggestion that it would be better to wait until the committees had reported, and that it might be well to improve the shining hour by listening to a few scattering remarks from ex-Governor Gray and other statesmen who were present. The latter suggestion was well received and there was a yell for Gray which would have made a black spot on the drum of Senator Voorhees's ear if he had been present. The ex-Governor responded promptly and smiling as blandly as Dau Rice used to do before he began his trick-mule act, he essayed his old-time occupation of firing the Democratic heart. Some of his methods have grown a little threadbare, but he denounced monopolies and pictured the good nounced monopolies and pictured the good times when Democrats should get back into power until he succeeded in get-ting up enough enthusiasm to bridge over some rather dry remarks on Democratic reform from Senator Turpie, who followed. There were some loud, long and continuous calls for Kern when Sena-tor Turpie concluded, but they were disregarded, and the committee on resolutions announcing its readiness to be heard, its re-port was read. as follows:

The Democracy of the city of Indianapolis, in convention assembled, declare:

1. That the first concern of our citizens should be to promote the material and commercial de-velopment of Indianapolis, and that with its natural resources, recently acquired, and with an honest and progressive municipal govern-ment it should become one of the chief cities in

2. We denounce the presnt partisan Republican administration of city affairs for its gross mismanagement of municipal finances; for the shameful condition in which it has kept the public highways of the city, notwithstanding the large expenditures that have been made in their ostensible improvement; for the deliberate perversion of the fire department from its legitimate function into a more partisan machine. version of the fire department from its legitimate function into a mere partisan machine, resulting in the needless sacrifice of many thousands of dollars' worth of property; for its laxity and favoritism in the enforcement of the laws, with their resulting demoralization in the police department and increase of crimes against persons and property; for the unlawful expenditure of public moneys in contesting the legislation creating a non-partisan board of control for the affairs of the city; for its systematic preference of the interests of corporations to the interests of corporations to the interests of the tax-payers and the great body of the people, and for its failure to afford protection to the people against the dangers arising from the railway crossings in the heart of the city.

3. We demand for the people of Indianapolis cheap fuel; the best and cheapest light; rapid transit; good street improvements, obtained by honest competition; proper compensation for all

transit; good street improvements, obtained by honest competition; proper compensation for all franchises of whatever character, the same to be carefully graded, and to revert to the people in a reasonable period; the restoration of Chief Webster to the head of the fire department, from which he was dismissed because he conducted it on business principles; and non-partisan administration of the several departments of the city government. And we demand that those of our citizens who desire to make public improvements under the Barrett law, which permits payment to be made in ten annual installments, shall not be denied the opportunity to do so.

We favor the refunding of the bonded debt of the city at the earliest moment and on the best terms practicable.

The committee on rules also reported, recommending that nominations should be tions should be referred to the com-mittee on resolutions without debate, and that no changes should be made in the cars going from Chattanooga up the mountain and over the battle-field—agreater of a ballot. The committee also the Intwonder and a greater triumph than Hooker's proposed that the basis of representation Bussey, battle in the clouds: "Twenty-five years should be as fixed by the official call, mak-

ing a total of 527 votes, with 264 necessary The report of the committee was adopted

The report of the committee was adopted, and nominations were declared in order. The roll of wards was called without response until the Fifth was reached when John Kern got up and, in a voice broken by emotion, said he had desired to present the name of a candidate with something of the eloquence which was necessary to launch him properly upon the bosom of the convention, but, unfortunately, the rule just passed, inhibited any remarks of a eulogistic character. The rule being suspended promptly the orator proceeded. This magnificent city of Indianapolis has been threatened with a gas boom, which gas boom had failed to materialize. Instead of that this municipality had been taken by the throat by a local corporation and shaken until its back teeth were loosened from its gnms, and its shortshaken until its back teeth were loosened from its gnms, and its short-ribs dislocated from its spinal column. And all this time, while murders were being committed on every corner and crime stalked rampant on the asphalt, the police were playing checkers and struggling not to enhance the prosperity and opulence of this commercial emporium, but to get into each other's king-rows. As for the orator, he was proud to say, and here he shook his whiskers violently, he had never found time to apologize for being a Democrat, and he never would. The man he had to propose might not have been a private, a captain, a major or a colonel. He might not even know the tune of "Marching through Georgia," but he was a man who was not dismayed by the cry of Coyism, and his name was Thomas L. Sullivan.

At this point the speaker collapsed, and

grateful, and if elected would do his duty, and as a candidate would do the best he could properly, and would like to have his friends do what they could properly.

There was an intermission, with some music by Myers's Band, while the convention recovered from Judge Sullivan's frigid acceptance, and then the contest for the clerkship was taken up. The First ward nominated E. B. Swift; the Third, Robert A. Allison. the Twentieth, Jerry

Foley, and the Twenty-third, J. McGinnis. It was a shor The convention was called to order by horse and soon carried. Swift was nominated on the first ballot, getting practically the solid of fourteen wards and scattering votes in most of the others. McGinnis got 94 votes, most of them from South-side wards. Allison got 72 votes, pretty evenly distributed over the twenty-five wards. Foley got 70 votes, mainly from wards south of Washington street, and Swift got 291 votes and the nomination as clerk. And the convention picked Swift up on its shoulders and adjourned.

The Prohibitionists will hold a meeting at No. 16 Malott avenue, this evening, at which their candidate for Mayor will speak. The following have been added to the party's list of candidates for aldermen and councilmen: Aldermen—First district, Rev. J. Jones and Gustave A. Neerman: Fifth district, William Tice and Dr. McNabb. Councilmen-Eighth ward, Harry Fatont; Sixteenth ward, E. B. Ryder; Seventeenth ward, Albert Dixon.

PERSONAL AND SOCIETY

Miss Hattie Ritter is spending severa weeks with friends in St. Louis. Miss Marie Dye will leave to-morrow for Germantown, Pa., to attend school. Dr. Eli Ritter and family, of Irvington, will leave in a short time for California to spend the winter.

Miss Sara Sells, of St. Louis, is expected the last of the week to visit her aunt. Mrs. Mr. and Mrs. Ed Schurmann have returned from Lake Maxinkuckee, where

they have been spending the summer. Miss Katharine and Mrs. Charles Lewis will give a german on Friday evening at the Denison, the dance to begin at 10 Mr. and Mrs. W. G. Sherman, who sold

their new resinence on North Meridian street, are now at home at No. 331 North Pennsylvania street. A telegram received yesterday announced that Miss Helen Baldwin, whose parents

were called to Battle Creek on account of her iliness, was somewhat improved. Mr. Joseph Kelsey has been called to Butte, M. T., on account of the serious ill-ness of Dr. Thamas J. Murray, who was married in July to Miss Margaret Kelsey.

Mrs. Minnie Taylor Woolen, who has been visiting her father, Judge N. B. Taylor, will return to her home, in Burlington, Ia., to-morrow, accompanied by her sister, Mrs.

Hon. George W. Julian and daughter, Mrs. Grace Clark, have returned from New Mexico, where they have been for the past four years, and are occupying their home

Mr. and Mrs. Charles Mayer, jr., have taken the residence of Attorney-general Miller, on North Delaware street, and will occupy it after the departure of Mr. Miller's family for Washington, about Oct. 1.

A buck-board party was given last night, and a two hours' ride taken. The com-pany wers Misses Lefwick, Sturtevant. White and Harvey, and Messrs. Kirk Wright, Fox, Gates and Harry Porter. Mrs. J. P. Shipp and daughter, Miss Shipp, entertained a number of friends yesterday, from 4 to 6 o'clock, in honor of their guest, Miss Gussie Caldwell, of Memphis. Tea and chocolate tables, prettily embellished with rare china and flowers, were presided over by Mrs. A. H. Snow and Mrs. Harold Taylor, and the refreshments were served by Misses Hasselman and Cleveland. Miss Baker and Miss Constant assisted informally. Hart's orchestra furnished delightful music during the furnished delightful music during the furnished delightful music during the two hours of the tea. Among the guests were Mrs. John M. Judah and Mrs. Henry Wallace, of Memphis; Mrs. Charles Mayer, jr., Miss Barry, Misses Sharpe, Miss Vajen, Miss Butler, Miss West and guest, Miss Darling, Misses Farquhar, Miss Lewis, Miss Shover, Misses Moore, Miss Josephine Robinson, Miss Allen, Miss Beggs, Miss Colgan, Miss Lois Peirce, Miss Hanson, Miss Marie Dye, Miss Charlotte Jones, Miss Camilla Walker, Miss Phillips, Miss Jacobs, Miss Mary Taylor, Miss Jordan and others. PFAU-COX.

Special to the Indianapolis Journal JEFFERSONVILLE, Sept. 17 .- George Pfau. jr., son of Mr. George Pfau, sr., of this city, and Miss Lucie M. Cox, daughter of Capt.
W. B. Cox, the well-known river pilot,
were married this evening, at the elegant
country residence of the parents of the
bride, the Rev. J. M. Hutchinson, pastor of
the First Presbyterian Church, performing
the ceremony. A reception was tendered
the couple, from 9 to 10 P. M., after which
they repaired to the L., C. & L. depot,
and left for Cleveland, O., and other
Eastern points. Eastern points.

Tanner's Work.

Washington Special in Philadelphia Inquirer. The public at large little realize the seriousness of Tanner's performances during his brief official career, and had the ad-ministration had at the head of the Interministration had at the head of the Interior Department a time-serving demogague it would have been irrevocably wrecked. The work of Tanner has done more to injure the cause of pensions for the soldiers of the late war than any other single influence, as the consequential effects will not be fully known until the Tanner methods come under the inquisitorial eye of partisan debate in Congress. As Secretary Noble started out to get rid of Tanner in order to save the Treasury from bankruptcy, the administration from wreck, and his own department from inevitable investigation, he now proposes to go further and anticipate congressional action by having a careful exhibit made of the work of Tanner with reference to the finances of the ner with reference to the finances of the government. At present the government is sion to decree that the Pennsylvania entirely in the dark. It is only known that line shall advance its rate. This would the revisory authority of the Secretary of the Interior, through Assistant Secretary Bussey, stayed the tide to a considerable

THE COURT FOR SHIPPERS

The Interstate-Commerce Commissioners Hear Complaints Against Roads.

The Indianapolis Hominy-Mill Shows Wherein an Injury Is Done Its Business by an Arbitrary Action.

Five gray-haired, gray-bearded men sat in a row on the raised platform of the federal court room. It was 11 o'clock of the morning, and this was the much talkedof Interstate-commerce Commission. Judge Thomas L. Cooley occupied the central chair. Next to him on the right was Hon. William R. Morrison, once the much talkedof "Horizontal Bill," and at his right was Gen. Walter L. Bragg, of Alabama. At Judge Cooley's left hand sat Judge Augustus Schoonmaker, of New York, and next to him was Judge Wheelock G. Vesey, of Vermont. Commissioners Cooley and Vesey are Republicans; the others Demo-

The first case called was that of the Hezel Milling Company, of St. Louis, against the St. Louis, Alton & Terre Haute

dismayed by the cry of Coyism, and his name was Thomas L. Sullivan.

At this point the speaker collapsed, and Judge Pierce Norton, getting up slowly, and looking as pleasant as a bear who had recently upset a bee-hive, said he desired to second the nomination of Judge Sullivan for Mayor, if no other nominations were proposed. This settled it. The convention decided to abandon the call of wards, and Judge Sullivan was nominated as the Democratic candidate for Mayor by a rising vote, each delegate, while on his feet, taking occasion to make as much noise as possible.

There were vigorous calls for the candidate, who looked considerably scared when he confronted his supporters. He had a good-sized manuscript and a weak voice. The Judge's roll was either written with wide spacing, or he skipped some of it in reading, for his acceptance occupied brief time in delivery. He said he was born here, and esteemed it a great honor to be nominated for Mayor. He was grateful, and if elected would do his duty, and as a candidate would do the best he grateful. the road, stating that his company was willing to allow the commission to decide the questions involved on the representations of the plaintiff. Upon this the commission directed him to prepare his argument on paper and submit it for considerations.

The third ease was the Pennsylvania Company, operating the Jeffersonville, Madison & Indianapolis Railroad, vs. the Louisville, New Albany & Chicago, the charge being the improper use of limited one-thousand-mile tickets. J. G. Brooks, gen-eral solicitor of the Pennsylvania system, when the case was called, said that it, as well as a case against the Cleveland, Cincinnati, Chicago & St. Louis road, had been settled and the tickets removed. The commission decided not to take up the cases in point, as the same questions may never arise again.

The next case was that of Bennett D.

Mattingly, Louisville, Ky., vs. The Penn-

sylvania Company; unjust discrimination, by refusing to afford facilities for interchange of traffic. E. F. Trabue, of Louisville, appeared for the plaintiff, and Charles H. Gibson, also of Louisville, appeared for the respondent. The plaintiff, a distiller on the lines of the Kentucky & Indiana Bridge Company takes consignments of corn from points on the St. Louis Air-line (the L., E. & St. L.) and demands that the Pennsylvania Company shall han-dle the traffic from the connection with the Air-line at State street, New Albany, to a connection with the Monon at Vincennes street in order that it many come over the Kentucky & Indiana bridge at a cost to him of \$1 per car less than the cost of trans-portation of traffic from State street around by New Albany and the old bridge to the Kentucky & Indiana tracks. The respondent claims that the commssion has not jurisdiction because the service demanded of it would be performed wholly in Indiana, and because it would divert the traffic from respondent's own line and would entail the use of respondent's terminal facilities in New Albany, where it claims that it would simply switch the car from State street to Vincennes street in New Albany. The respondent relies upon the Cape Girardean case and the Koehler case. The complainant claims that the authorities relied upon refer exclusively to lines partly rail and partly water, in which case the act of Congress requires that the railways have control of the water line in order to bring the transportation within law, and that in the case at the transportation is wholly railroad, and no such control of one of the connecting lines over another is necessary to give jurisdiction, and refers to the case of Heck vs. the East Tennessee. Virginia & Georgia road. The plaintiff also contends that a compliance with its demand would not require the use of respondent's terminal facilities within the meaning of the proviso in Paragraph 2, Section 3 of the interstate-commerce act which means a use by the connecting lines of the other line's terminal facilties by running its own motive power upon it, and referes to the case of the Ayr Harbor trustees vs. Glasgow & Southwestern Railroad Company. He also con-cluded that the interest that the Pennsylvania could have in carrying the traffic by its own line was not sufficient to justify its refusal to deliver to the connecting line desired, and cited the Providence coal case, and the cross-tie case, decided by the com-mission, and the Caledonian railroad case, decided by the English commission, which held that the carrier's own interests could not he subserved to the detriment of the public, and must carry the traffic notwith-standing it might be its interest not to

Mr. Trabue and Mr. Gibson each submitted briefs, and the commission, reserving its decision, took up the case of Hervey Bates and Hervey Bates, jr., operating the Indianapolis homing-mills, Indianapolis, against the Pennsylvania Railroad Compa-Indianapolis homing-mills, Indianapolis, against the Pennsylvania Railroad Company and the Pennsylvania Company, for unjust discrimination in rates in favor of corn over corn products. Up to July 10, of the present year, the rate on corn and the direct corn products (hominy, meal, etc.) were the same. At that time rates were cut by the Baltimore & Ohio road, the Pennsylvania and other competing roads quickly following. The result is that corn is shipped to the seaboard from the West for 5 cents a hundred pounds less than is charged for the corn products named. Western corn-millers compete necessarily with all the mills on the seaboard, and the complainant held that on the present cut made by the B. & O. and followed by all the roads to the east from this point, the seaboard men can get corn at 5 cents a hundred less than it can be milled here and the product shipped. This, he held, gives every Eastern miller an advantage of 24-5 cents on every bushel of corn product his mill makes. The held that the same thing applied to wheat would make Minneapolis a howling wilderness in a year, and, in a correspondingly short time, remove the wheat milling to Buffalo. The rate on corn and its products was 25 cents from Chicago. making the rate 22 The rate on corn and Its products was 25 cents from Chicago, making the rate 23 cents from Indianapolis. The cut now puts the rate on corn at 1812 cents, leaving the rate on corn products at 23 cents,

H. C. Parker, traffic manager of the Lake Erie & Western, was called to the witness-stand. Witness knew no reason why any distinction in rates should be made between corn and corn products. between corn and corn products.

The next witness was Hervey
Bates, jr., who testified that the discrimination had worked injuriously to his interest, that the lower rates for corn enable Eastern buyers to offer more for corn in Western markets, and that his mill had to

meet this competition.

It being 1 o'clock, the court adjourned, to resume at half-past 2, with D. T. McCabe, of Columbus, O., assistant general freight agent of the Pennsylvania system, in the witness-chair. Mr. McCabe described how the cut in the rate on corn had been brought about by the B. & O., in its desire

to get corn to transport to the seaboard, other lines having better connections with water-routes.

Col. S. F. Gray, of this city, division freight agent of the Pennsylvania line, was put upon the stand. The complainant's attorney had paid this witness a visit a day or two previous, and tried hard to put an interpretation upon some of the Colnel's remarks in a friendly conversation. He finally acknowledged that, under the present circumstances, Indianapolis and Western millers were working at a disad-

wantage.
Mr. Brooks, counsel for the road, in his argument, said there was a shorter, simpler be for the complainant to ask for a gratuity and have the road pay it direct to him. "In that case," said Mr. Brooks, "he will be sure to get his money and he could

be sure in no other way." He proceeded to show that with water competition open the Indianapolis milling interests could not be protected. He hoped the road could not be compelled to do business at a loss, in order that these millers may make money. He said that his road regretted that it had to put down the rate on corn money. He said that his road regretted that it had to put down the rate on corn to 1812 cents, but competition had compelled it. There is no way known by which Indianapolis, beautiful, growing, ambitious, can ever expect to have the same relations to the seaboard as Chicago. What right has the complainant to have the raw product so transported to the East that he can make money manufacturing hominy? What limit is to be placed upon the amount he is to make? There are other lines to the East than the Pennsylvania, the amount he is to make? There are other lines to the East than the Pennsylvania, and there can be but one form of decree, but one kind of action, in which relief can be given to the plaintiff; that is, for this suit to embrace all lines of railroad, all vessels, all who have corn to sell in the West as well as all hominy mills in the East, and then only could a decree be rendered by which corn and hominy could go hand in hand rejoicing from Indianapolis to the sea.

The next case taken up was that of the American Wire-nail Company, Covington, Ky., vs. Cincinnati, New Orleans & Texas Pacific Railway Company, Queen City Fast-freight Line and others. E. J. Buffington, of the nail company, explained that the discrimination consisted in the different classification of nails, cut nails going at a 15-cent rate and the wire nails

going at a 15-cent rate and the wire nails being rated at 40 cents per one hundred nounds. George Hoadly, jr., appeared for the respondent. The respondent said that measures had been taken to correct the thing complained of, and a satisfactory adjustment would be made.

This closed the proceedings for the day. The members of the commission held a private session in Judge Cooley's room at the Bates House, last night. The business was private and of no local concern. The court proceedings having terminated, the court proceedings having terminated, the commission will proceed to Kansas City this afternoon.

A Sample of Southern Courtesy.

Marietta (Ga.) Journal. Governor Foraker, of Ohio, shook the hands of the Georgia farmers and editors hands of the Georgia farmers and editors with a friendly grasp, and extented a cordial welcome. He said: "We are all one people; have buried the past, and are now one country, under one flag, all working for the common good of the country." Coming from a bloody-shirt waver, sounds strange. His future speeches will determine whether he is sincere or not. Politicians are generally very deceitful and hypocritical, and will stoop to anything hypocritical, and will stoop to anything that will give them notoriety or political ascendency.

In Line with His Party.

St. Louis Republic.
Since he announced his candidacy for Congress, Mr. J. L. Sullivan, of Boston, has kindly consented to be interviewed on various questions of state. When asked to various questions of state. When asked to define his position on the claim to exclusive jurisdiction over Behring sea, he expressed the opinion that the State Department's conduct was absurd and farcical in the extreme—or, to use his own terse Boston language, it gave him a pain in the ear. He was equally sound on all other questions, and after he has served his term in the Mississippi peritentiary he should by the Mississippi penitentiary, he should by all means be sent to represent Boston in Congress.

How a Great Feat Was Accomplished.

A Baltimore messenger boy actually went six miles in five hours. He was on one of the floats in Monday's parade.

Advice to Mothers. Mrs. Winslow's soothing syrup should always be used when children are cutting teeth. It relieves the little sufferer at once; it produces natural quiet sleep by relieving the child from pain, and the little cherub awakes as "bright as a button." It is very pleasant to taste. It soothes the child, softens the gums, allays all pain, relieves wind, regulates the bowels and is the best known remedy for diarroha, whether arising from teething or othe causes. Twenty five cents a bottle.

The Vandalia Line Will Sell Harvest Excur-

sions Tickets, Sept. 24 and Oct. 8, to Western points, at one fare for the round trip; tickets good thirty days. For detailed information call at Vandalia ticket offices, or address

Assistant General Passenger Agent Vandalia Line, Indianapolis,

Pennsylvania Line (Panhandle Route.) \$3.50 one way; \$7 round trip, Indianapolis For tickets, parlor or sleeping-car ac-commodations, apply to GEO. RECH, Ticket Agent, corner Washington and Illinois streets, or Union Station.

Through Sleeper, Indianapolis to Detroit. Commencing Monday, Sept. 16, the C., H. & D. railroad will run a Pullman sleeping car, without change, Indianapolis to Detroit, on train leaving Indianapolis at 6:35 p. m., arriving Detroit 8 a. m. Returning, leave Detroit 10 p. m., arrive Indianapolis 11:40 a. m.

Rate to Detroit and return, account the Exposition, \$8.50, including admission.

New Arrangement. THE PENNSYLVANIA LINE (PANHANDLE

Will place in service Monday, Sept. 16, 1889, to run regularly thereafter, between Indianapolis and Chicago, locally, Pullman sleeping-cars. They will be placed at west end of Union Station, and will receive passengers from 8:30 p. m. until the departure of train for Chicago at 11:20 p. m. On the return trip, upon arrival at Indianapolis, they will be set at the same place, and passengers privileged to remain in them, undisturbed, until

Sleeping-car berths reserved at Pennsylvania ticket office or Union Station.

In all classes of society Glenn's Sulphur Soap is the ruling purifier. Ladies use it to remove defects of the complexion, and persons troubled with eruptions or other irritations of the skin are promptly cured by it. Sold by all druggists.

Hill's Hair and Whisker Dye, black or brown,

Leisure-Hour

Through the heat of summer, the cool days of the autumn, and during the invigorating cold and the long evenings of winter, MUSIC is KING as an ea-Make Home sweet and happy by using:

Whipple's Merry-Making Melodies, \$1.
Osgood's Rhymes and Tunes, \$1.
Children's School Songs, 35 cts.
Emerson's Gems for Little Singers, 39 cts.
Songs and Games for Little Ones, \$2.
Of Evenings, sing "Gospel Song music" from:
Praise in Song, 40c. Voices of Praise, 40c.
Gospel of Joy, 35c. Singing on the Way, 35c.
Collections of Songs for rafined Musicians are Collections of Songs for refined Musicians, are: Song Classics, \$1. Classic Tenor Songs, \$1. Song Classics, Alto, \$1. Classic Bass Songs, \$1. Franz's Album of Songs, \$2. Choice Vocal Duets,

\$1.25. Kjerulf's Album of Songs, \$1.50. M. V. White's Album, \$2. Everest's Album of Songs, \$1. Choice Sacred Solos, Music for Social Singing of the best quality, is in

College Songs, 50c; The same for Guitar or Panjo \$1; Minstrel Songs, Old and New, \$2; War Songs, 50c: American Ballad Collection, \$1; Vocal Guitar Album, \$1; Good Old Songs We Used to Sing, \$1.25; Old Folks' Tunes, 40c; Jubilee and Plantation Songs, 30c.

Any Book mailed for Retail Price.

Oliver Ditson Company, Boston C. H. DITSON & CO., 867 Broadway, New York.



BEST IN THE WORLD

DALTON

Bates House Hatter,

SOLE AGENT FOR INDIANAPOLIS, Children Cry for Pitcher's Castoria. Hood's Sarsaparilla

Is a peculiar medicine. It is carefully prepared from Sarsaparilla, Dandellon, Mandrake, Dock, Pipsissewa, Juniper Berries, and other well-known and valuable vegetable remedies, by a peculiar combination, proportion and process, giving to Hood's Sarsaparilla curative power not possessed by other medicines. It effects remarkable cures where other preparations fail.

Hood's Sarsaparilla

Is the best blood purifier before the public. It eradicates every impurity, and cures Scrofula, Salt Rheum, Boils, Pimples, all Humors, Dyspepsia, Biliousness, Sick Headache, Indigestion, General Debility, Catarrh, Rheumatism, Kidney and Liver Complaints, overcomes that tired feeling, creates an appetite, and builds up the system.

Hood's Sarsaparilla Has met peculiar and unparalleled success at home. Such has become its popularity in Lowell, Mass., where it is made, that whole neighborhoods are taking it at the same time. Lowell druggists sell more of Hood's Sarsaparilla than of all other sarsaparillas or blood purifiers. Sold by druggists. \$1; six for \$5. Prepared only by C. L HOOD & CO., Apothecarles, Lowell, Mass. 100 Doses One Dollar

AMUSEMENTS.

GRAND OPERA-HOUSE

Thursday, Friday and Saturday Nights, and Saturday Matinee, Sept. 19, 20 and 21, Grattan Donnelly's latest New York success,

MAMMA, One of the strongest Musical Comedies of recent times, produced by a great company, including Amy Ames, Frank Deshon, and other capable people.

Regular prices. Advance sale opens Tuesday

GRAND OPERA-HOUSE To-night, last appearance of the famous German dia-lect Comedian, J. K. EMMET. "Uncle Joe, or Fritz in a Madhouse.

street Theater, New York. An excellent company and a car-load of scenery. New songs and dances. Prices—\$1, 75, 50 and 25 cents. Seats on sale. ENGLISH'S OPERA - HOUSE

Friday and Saturday Evenings, and Saturday Mati-nee, Sept 20 and 21, the Great and Only HAPPY CALWAGNER'S OLD-TIME MINSTRELS, cal Wagner's Old-Time Minstrells, comprising 25—The People's Favorites—25.

A model company—mighty in artistic strength. Not one amateur to swell the number, but each member an acknowledged star in his specialty, led by the great and only Happy Cal Wagner, the original Billy Birch, the world's favorite, Cool Burgess. A new and original ideal spectacular scenic first part, copyrighted by Cal Wagner, entitled The Planter's Wedding introducing a Realistic Plantation Home. Prices—75, 50, 35, 25 and 15 cts. Sale of seats commences Thursday.

BASE-BALL.

CHAMPIONSHIP LEAGUE GAMES. PITTSBURG vs. INDIANAPOLIS THURSDAY, FRIDAY AND SATURDAY, Sept. 19, 20 and 21.

STATE FAIR WEEK.

NEW YORK—Monday, Tuesday and Wednesday.

BOSTON—Thursday, Friday and Saturday.

Admission—50c; pavilion, 75c; box seats, \$1.

Reserved seats on sale at Big 4 ticket-office, corner

Washington and Meridian streets.

Frames called at 3:30 p. m.

FURNITURE,

CARPETS,

STOVES.

PAYMENTS OR CASH.

101 East Washington St.

MESSENGER'S

GAS STOVES

\$,500 now in use in this city. They give perfect satisfaction. No kindling required; no coal to carry; no ashes to

GAS ENGINES.

remove. Prices from \$2 to \$16.

From one-eighth horse-power up. We sell to gas-consumers in this city only. On exhibition and for sale at the

GAS COMPANY.

47 South Pennsylvania St.

BORN & CO

FURNITURE, STOVES,

CARPETS

Weekly and Monthly Payments

BRUSH BRILLIANCY

Arc and Incandescence

For particulars address

THE BRUSH ELECTRIC CO.

CLEVELAND, OHIO. JAS. N. MAYHEW, OPTICIAN. Oculists Prescriptions a Specialty.

No. 13 NORTH MERIDIAN ST. A. L. TABOR, PIANO AND ORGAN TUNER. All work guaranteed. Address Lock-box 5, Indianapolis, Ind.

PURSELL & MEDSKER, Slate and Wood Mantels, Tile Hearths.



Call and get prices.